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DUTCH EAST INDIES TRADE SIR WALTER TOWNLEY AND BRITISH OPPORTUNITIES

There was a large attendance of members at the London Chamber of Commerce on November 2nd to hear an address by Sir Walter Townley, K.C.M.G., Governor of the British Chamber of Commerce for the Netherlands East Indies, who dealt with the opportunities for British trade in these regions. Mr. Stanley Machin, J.P., President of the London Chamber of Commerce, who occupied the chair, introduced Sir Walter Townley, referred to his long experience as a diplomatist, which gave him exceptional opportunities of gaining intimate knowledge of his subject.

Sir Walter, in the course of his address, said: "The Netherlands Indies market, both import and export, is wide and varied, and offers such a rich field for mercantile enterprise that foreign competition to secure the lion's share of it is bound to be most keen. With Germany out of the running for the moment, the United Kingdom, the U.S.A., and Japan are the chief competitors. The chief articles of import are textiles, boots, shoes, machinery of all sorts, building materials, glassware, pottery, hats, matches, fancy goods, metals, drugs, artificial manures, foodstuffs including tinned food and milk, mineral waters, etc. The value of the total goods imported in 1918 was about £12,000,000, about equal in cost to the figures of 1913, though considerably smaller in volume. Manchester claims to have exported textiles to the value of £5,779,887. Special openings exist for the importation of locomotives of all sorts, machinery, both agricultural and industrial, hardware and motor-cars, whilst the demand for glassware and pottery is very keen. This trade is likely to go to our commercial rivals. Americans and Germans are especially keen in the locomotive and motor sections, and one is reminded of the present King's exhortation to British traders on his return from Australia: 'Wake up, England!'

WHAT THE CHAMBER HAS DONE.
The object of the Chamber is to bring this rich market to the more direct attention of British trade, and to do all that it can to show those who may be desirous to avail themselves of this more or less unexplored opening how the market can be reached in the most satisfactory manner. It is our special aim to encourage the export of British goods, but the great value of the export trade from the islands must not be overlooked, since they are amazingly rich with such products as coal, sugar, rubber, tobacco, coffee, tea, tin, spices, copra, kapok, gums, quinine, and cinchona bark, teakwood and mineral oils to dispose of. The war has shown us the immense value of many of these products. What can the Chamber do? We are often asked this question. The plainest and most straightforward answer is: contained in the narrative of what it has done in a life of about six months of active existence. We have established a monthly review which is full of the latest information of interest to traders kept up to date by the close relationship we have established with the competent authorities on the spot. We have given letters of introduction to these same authorities to representatives of our members. We have published interesting pamphlets of proposed colonial taxation and the finances of the N.E.I. We are in close touch with the leading commercial officials in Java, who have proved their appreciation of our efforts to improve trade relations between the United Kingdom and the Archipelago by supplying us with much most valuable information, which would not in the ordinary course be given to individual inquirers. This has enabled us to supply certain of our members with information which would have been otherwise unobtainable. As soon as our finances permit we shall establish our own agent in Java, with a suitable staff to enable him to keep us almost daily informed of commercial developments. He will work hand in hand with the representative of the Department of Overseas Trade, of which the Comptroller, Sir William Clark, by honouring us with his presence to-day has given us the most signal proof of the official interest taken in the Chamber's welfare. Our agent will also maintain and even improve the very cordial relations we have had the good fortune to establish with the Colonial trade authorities. He will further receive and distribute our members' catalogues and assist to the utmost of his power any agents they may send out.

TRADE EXHIBITIONS.
Our second hope is to be able to establish ourselves in more central quarters, where we shall be able to provide a room where British and Dutch affiliated members can meet and where all pertinent trade literature will be available. Thirdly, we hope to establish exhibitions once or twice a year, at which Netherlands Indies exports will be shown side by side with samples of what our trade rivals, European, American, and Asiatic, send to the islands. Fears of Dutch hostility have been expressed. H.E. the Netherlands Minister has honoured us with his presence here this afternoon. No further answer is necessary. The Americans are making strong running in the N.E.I. by means of the cinema and other forms of propaganda. That this is greatly appreciated by the Colonial authorities is proved by the fact that the U.S.A. is one of the first countries to which the Netherlands Indies Administration has turned in putting in execution the new scheme for making the products of the archipelago better known in the world. To our shame be it said, the U.K. has not been so honoured, and again I say "Wake up." In conclusion, I would remind you that the Chamber was created because it was felt that some such organisation was sorely needed to bring home to British manufacturers and merchants knowledge of the vast resources of the rich Netherlands Indies market before the supremacy in it was snapped up by others. No one has any axe to grind and no one makes any money out of it. Indeed, its chief promoters and subsequent supporters are firms which are already long established in the archipelago, but who are large minded enough to see that there is room for all to share in its huge potentialities and who have realised the value of co-operation.

THE LOST BALL IN GOLF: CONGESTION OF COURSES.

There is a genuine fear among golfers who are members of crowded courses—there are any that are not—that the new lost ball rule just passed by the Royal and Ancient Club will result in terrible confusion and greater congestion. The new rule provides that in match play the penalty for lost ball shall not be loss of hole, but stroke and distance. In other words, a player who wishes to continue his game may go back to the spot from which he drove the ball and play another under an adequate punishment. If, for instance, he had driven into a wild, inhospitable spot he may, if he so chooses, presume that the ball is lost without even making the smallest attempt at search. But there are few golfers nowadays who are in a position to hit new 3s. balls lightly off the course and let them remain there with an air of lofty unconcern and much disdain. What conceivably will happen will be that on heathery courses where the rough is knee deep, players will make a diligent search under the statutory time limit, and then go back to play another. Now, where couples are almost treading on one another's heels, and there is much waiting on every tee, the return to the spot from which the ball was struck cannot fail to produce congestion and the natural consequences—irritation and delay. In such circumstances the course is bound to be "held-up," not in one spot but in many, and instead of a round occupying two hours and a quarter it may easily run into three hours.

A PROBLEM.
Just imagine what will happen in the case of a lost ball. Some couples will have gone ahead during the period of search, others will be pressing on while you are in the act of dropping another ball, and what is quite natural, will very likely demand to go on. The question arises: Who are you to let through, and when do you play your second ball? This is a conundrum which can only be solved in actual practice. Mr. John Low, the Chairman of the Rules of Golf Committee, is of opinion that the difficulty is probably exaggerated, and can in some degree be met by allowing a player who has driven into unknown regions to play a "provisional" ball. He points out that in America, where there is a great deal of play under stroke rules, the difficulty does not seem to have resulted. A Championship in the British Open Championship appears to be played as quickly and as conveniently as in the Amateur Championship. It is incontrovertible that for years there has been a desire for a common penalty for lost ball, unplayable ball, and ball out of bounds. Which is the more criminal, the ball that has been driven miles out of bounds, or one that has skipped a yard or so off the fairway and cannot be found? Surely the former is more criminal. Yet the player in this case was permitted to drive another, while he could cynically watch with suppressed glee the feverish antics of his poor opponent searching for his ball in the rough. There was no sense of justice in such widely different penalties. It was tantamount to letting off the brutal, callous murderer, with a mild caution not to do it again, and sentencing the incantations motorist whose car had gone out to imprisonment for life. The out-of-bounds gentleman—the confirmed delinquent, or puller, as the case may be—was permitted to continue his game, while the other whose ball just trickled into the rough and defied diligent search had to perforce to quit the hole.

THE ORIGINAL ST. ANDREW'S RULE.
In 1912 the St. Andrew's Committee opened the way for clubs to adopt the "lost hole" penalty for a ball driven out of bounds, but experience has clearly shown that the players prefer to have the opportunity of continuing the game. A fortiori, the man who has lost his ball on the course should have the same chance of playing out the hole. Modern golfers may not be so really concerned with historical matters, but it is interesting to point out that the new rule coincides with the original St. Andrew's canon of 1754, which reads: "You are to go back to the spot where you struck last, drop another ball, and allow your adversary a stroke for the misfortune." With the exception of a slight variation in the wording the code remained in force until 1882, when the penalty was altered to the loss of the hole. To preserve uniformity in Great Britain and the United States it is to be hoped that all golf clubs will exact the same penalty for a ball driven out of bounds—loss of stroke and distance. St. Andrews, Sunningdale, Woking, Muirfield, Deaf, and other well-known clubs exact the full punishment, whilst the majority of the smaller clubs only require the player to lose distance. It is incomprehensible that a man who has made a wild shot out of bounds should be let off more cheaply than an opponent whose drive, a yard off the line, has been trapped in a deep and yawning cavern from which it is a matter of grave doubt whether he will be able to recover in his next shot—Overer.

needed to bring home to British manufacturers and merchants knowledge of the vast resources of the rich Netherlands Indies market before the supremacy in it was snapped up by others. No one has any axe to grind and no one makes any money out of it. Indeed, its chief promoters and subsequent supporters are firms which are already long established in the archipelago, but who are large minded enough to see that there is room for all to share in its huge potentialities and who have realised the value of co-operation.

SHANGHAI TRADE.

Messrs. Libert and Co.'s (Ltd., Piece Goods Market Report:—
Stagnation continues in practically all sections of the trade, the demand being only for retail quantities and, therefore, quite insufficient to influence prices upwards as a whole, although a few special shops of auction goods show substantial advances owing to competitive buying for the small quantities offered. It is difficult to see how the market can improve very much until the native banking institutions open their offers a little more generously to their clients than they are doing at present, and it is unfortunately improbable that they will extend credits to any extent until after China New Year, as not till then can they be certain of the standing of any particular dealer; the banks appear to have money enough to finance a normal trade, but extreme caution is the keynote of their present policy, as it is in banking circles all the world over at the present time.

Naturally the reported looting and burning at Ichang about which exact particulars are still wanting, has only had the effect of adding to the general sense of insecurity and uneasiness in native financial circles.

JAPAN AND GREAT BRITAIN.

BARON HAYASHI ON CLOSER RELATIONS.

The Japanese Ambassador, Baron G. Hayashi, was the guest of the Council of the Japan Society at a dinner given in London at the end of October. Mr. Marcus B. Huish, chairman of the society, presided, and in welcoming the new Ambassador on his return to Great Britain, said it was the first time that a member of the Council, after a considerable absence, had come back in the highest position in the Diplomatic Service. He proposed the health of his Excellency, the new President of the Japan Society.

THE PRINCE OF WALES.

"A MARRIAGE OF TRUE HAPPINESS."

The Times of 11th Oct. publishes the following:—
"The keenest public interest centres round the Prince of Wales; and though there is the strongest desire to respect his privacy, the public watch him with almost parental anxiety. Everywhere fervent wishes for his health and prosperity are the staple of conversation. It would be strange if the topic of his marriage were not very often on the lips and near to the hearts of his countrymen and countrywomen. He is twenty-six, and the marriage of the Prince of Wales is inevitably a matter of deep public concern. We desire to speak of it with proper reverence, expressing, in this, the hope that we believe to be the real anxiety of the country that he should make a wise choice. The war, in this as in most other things, has, we believe, wrought a great change in public opinion, which—here and elsewhere in the Empire—would, we are convinced, be strongly averse from the thought that there should be any compulsion upon the Prince of Wales to make a marriage of policy. For him, with the comparatively narrow limits that his position must impose upon him, the British people would wish a marriage of true happiness, and this, it is our way to believe, means a marriage of inclination. It follows naturally that the hope for him is that his wife may be one of his own race; for, though there have been fortunate exceptions, it is certainly true that marriages of policy with Princesses of foreign birth have not always had the primary condition for happiness. Further than to give expression to this national wish for the Prince we shall not go; adding only that we doubt whether there is now the need that there may have been before the war to limit the choice of the Prince to the circle of the Blood-Royal."

IMMIGRATION INTO THE UNITED STATES.

"A NOTICEABLE INCREASE."

A survey of conditions in the United States issued by the Irving National Bank has this to say on the subject of immigration:—
"In immigration, despite very high average rates, there has been a noticeable increase recently. Ellis Island's capacity is present is overtaxed. During the fiscal year, ended June 30th, 1930, according to a letter from the Government bureau, there were 330,599 who entered this country, but during the same period 330,273 people emigrated, leaving a total addition to our population of only 10,326. Since the date mentioned there has been an average increase in both movements. In July, 36,109 and in August, 37,374 immigrants arrived and in the same months 33,525 and 33,325 departed. The total immigration for the calendar year, through to August 31st, is 316,622."

THE BATHING BEACHES.

[The Government has decided that our Bathing Beaches must go.—Vide the local Press.]

The under dog is down and out; it seems he's had a day.
No more he'll care if all the trams are labelled, "Causeway Bay."

No more he'll journey to North Point
When tortured with the heat.
He'll have to use a pail when he desires to wash his feet.

Kennedy Town will know him not.
He's finished bathing now.
Unless he hires a motor-launch
By cutting out his "chow."

No more, 'tis said, our khaki lads
Will bask beneath the moon,
But Tommy doesn't care a cuss—
He's going to Kowloon.

The knuts who took the flappers down
The swimming area to teach
Are pretty sick because the "hands"
Have plucked the blinking beach.

"Father of six"—and "Mother," too—
No doubt will feel the strain
When "umphen" dirty little kids
They have to bath again.

But, after all, perhaps those kids
When they've to manhood grown,
Will earn a living where they played
And then I'm sure they'll own.

That though we made a mighty fuss
And put up a great fight,
"Tis only fair to now admit
The Government was right."

G.D.

THE PRODUCTION AND CONSUMPTION OF RICE.

IMPERIAL INSTITUTE REPORT.

In dealing with the problem of food supplies in the United Kingdom during these war years, much attention has been paid to the question of increasing the supplies of rice from British countries. In this connection the reports on the rice trade of India in relation to the rice resources of the world recently published by Mr. John Murray (Esq. net) as the third volume of the reports of the Imperial Institute Indian Trade Enquiry are of a value of considerable importance. The Indian Trade Enquiry was conducted by Special Committees appointed by the Committee for India of the Imperial Institute, at the instance of the Secretary of State for India, to investigate the possibility of increasing the trade of the United Kingdom and other parts of the Empire in Indian raw materials. In the present volume the results of the enquiries made by the Special Committee on Food-grains, with regard to the Indian rice industry are embodied in a report, and in the Indian Rice, to which are appended two further reports on the Production and Uses of Rice and the Utilization of Burmese rice and its by-products, respectively. These latter reports comprise summaries of information prepared at the Imperial Institute for the Committee.

In the main report reference is made to the two branches of the world's rice trade, viz. the far Eastern branch, requiring a cheap rice for feeding the native population; and the Western branch requiring large quantities of a medium quality rice and smaller quantities of a high quality product. The sources of supply of these markets are referred to, and sections are devoted to the following subjects: the world's trade in rice; the rice trade of India with the British Empire and with the Continent; imports, exports and home consumption of rice in European countries and the United States; the comparative cost of handling, milling and transporting rice in the United Kingdom and on the Continent. The industrial uses of rice are also dealt with and a series of statistical tables form an appendix to the report.

In 1913 India (chiefly Burma) and Indo-China together contributed 94 per cent of the world's exported surplus of rice (including paddy), and, in 1928, the amount of the Indian exports roughly equalling those from Indo-China and Siam combined. The total Indian exports (2,460,000 tons) is approximately equivalent to the total requirements of the British Empire from the three chief exporting countries. From the point of view of a self-supporting Empire therefore it would appear possible for India to become the sole source of supply of rice to the Empire. Amongst the recommendations made by the Committee are suggestions for modifications in the headings of rice exports in the official Indian Trade Returns, with a view to tracing the development of the important rice milling industry of India. Since the report was made alterations on the lines suggested have been made in the Indian Trade Returns. Certain changes in the headings of rice exports in the Trade Returns of the United Kingdom are also suggested. The Committee also make recommendations for the regulation of foreign interests in the Indian rice trade, and the reconsideration of port charges and railway rates which at present constitute a severe handicap on the British rice trade in competition with the Continent.

HONGKONG VOLUNTEER DEFENCE CORPS.

ADMINISTRATION ORDER BY LIEUT.-COL. L. G.

SIED D.M.O., ADMINISTRATIVE
COMMANDANT.

Friday, 10th December, 1930.

1.—PARADES.
Drill and Musketry Parades for the Infantry Battalion will recommence on Monday, 12th December at 6.30 p.m. at Headquarters.

2.—MUSKETRY.
Part 1—Instructional practices will be held on Tuesday, 14th and 21st December at King's Park Range, commencing at 4 p.m. both days, for those members of the Corps who have not yet fired. All members concerned must avail themselves of one of these dates.

G. F. E. BARSON, B.C. Major,
Adjutant, H.K.V.D.C.

CORRESPONDENCE.
BATHING POOLS.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR,—That facilities for bathing are essential to the health and happiness of the community, and therefore to the prosperity of the Colony as a whole, may be accepted as an axiom.

It is stated by the Colonial Secretary, the whole of the foreshore from Green Island to Lyceum is required for the use of the shipping of the port, the Colony has indeed cause to rejoice in the prospect of the prosperous future, but it is not necessary to deprive the community of convenient bathing-places on that account.

The beach, although a source of great joy to children, is not essential for bathers, and, if bathing pools were provided at various points, along the tram-line, that portion of the population (probably about 95 per cent.), who cannot afford trips in steam launches or motor-cars, might secure a daily dip during the summer at a trifling cost.

These bathing pools might be constructed very cheaply on reclaimed land, as it would only be necessary to make the lowest part of the pool a few inches above the level of low water at Spring tides to enable the pool to be emptied and cleansed once a fortnight, and to lay connecting pipes to the sea provided with valves, so that the water could be partially renewed by the ebb and flow of the tide every night, but kept up at a depth varying from 6 to 8 feet during bathing hours.

A small charge (varying with the means of the probable users of the pool) could be made for the use of dressing hut and costume, and to prevent over-crowding, and a fresh water shower-bath should be added.

The V.R.C. bath shows that clean seawater can easily be obtained from the Harbour with slight filtration.

Such swimming pools are just as necessary as football and tennis grounds, and would be much more useful as open spaces than the patches of grass surrounded by iron railings, with always locked gates, which occupy the finest sites in the Colony.—Yours, etc.,

F. B. L. BOWLEY.

TO-MORROW'S FETE.

The 37th Annual Al Fresco Fete of the Society of St. Vincent de Paul, which was postponed from the 5th December owing to the unsettled state of the weather, will take place to-morrow, in the compound of the Cathedral, Caine Road, and the playground of the old St. Joseph's College, under the distinguished patronage of His Excellency the Governor and Lady Stubbs, Vice-Admiral Sir A. L. Duff, K.C.B., Major-General F. Ventris, C.B., and Commodore W. Bowden-Smith, C.B.E.

The Bazaar Committee have been hard at work for some weeks, and to-morrow's fete promises to surpass even that of last year, which was itself a record. Among the numerous stalls and side-shows are the following:—Motor-car draw, motor-cycle draw, tea room, concert hall, ten-cent stall, dollar stall, American stall, souvenir stall, post-card stall, refreshment room, farm yard and store, electric shooting gallery, chate, Aunt Sally, lucky wheel, lucky dip, straining the Bolshevik, candles, ball-in-bucket, quoits, and others. A large number of turkeys have been provided for the farm yard, which is sure to be well patronised in the hope of securing one of these indispensable birds for the Christmas menu.

The grounds will be open in the afternoon from 3 to 6.30 p.m., when amusements specially suitable for children will be provided, but the real fete will open at 8.30 p.m. when the grounds will be brilliantly illuminated. The bands of the 2nd Wiltshire Regiment and the Societade Philharmonica will play, one on each compound, and all the attractions of an old country fair are promised. The numerous stalls will be laden with thousands of toys for the little ones, and valuable prizes for the grown-ups. Among the prizes are a new five-seater Oakland motor-car, value \$3,000, and a new 7.9 H.P. Harley-Davidson motor-cycle.

The weather promises to be fine and the attendance to-morrow should be a record one.

ALTERCATION IN A CHINESE THEATRE.

A dispute as to the allocation of seats led to a dispute one evening this week at the Kowloon Chinese Theatre and as a result three men appeared at the Magistrate's yesterday charged with assaulting a Chinese constable, and another Chinese, Mr. D. P. Mason represented two of the defendants and asked for an adjournment, intimating that there might be a cross-summons. A postponement until next Thursday was granted.

JACK ASHORE IN HONGKONG.

[CONTRIBUTED.]

In view of the recent decision of the War Memorial Committee to support the proposed Club at Hongkong, the recent observations of the writer may be of some interest to your readers, inasmuch as I believe it to be typical of the average run ashore of the Lower Deck of H.M. Navy at Hongkong.

Two Bluejackets are leaning over the rail on one of H.M. ships gazing at nothing in particular, each busy with his own thoughts. At last one rouses himself and, addressing his chum, says: "What say, shall we have a run ashore just to break the monotony?" "Righto, Mate, if you like, let's go and clean." Having cleaned and been inspected, they tumble into a sampan, pay their 10 cents and so arrive on shore. "Which way shall we go, Mate?" "Oh, any way. Let's go round this way." Nice road and pavements for a start lead to a sort of square. "Quite nice here, old pal." "Yes, but nobody seems to use this part much; I expect that is why all these monuments are here—proper waste of money. I'm glad they have decided to build a Club as a memorial this time; shows our people must be getting more sensible in spite of all they say about the 'Good Old Uns.' Let's go along here and then up the hill. Catholic Club? Yes, they sent us an invitation to a whist-drive the other day, but, of course, there is plenty of R.C.s only too glad of a place like that to visit, so when one has C. of E. on his papers he feels as if he is intruding, although I hear they make everyone welcome."

"Peak Railway Station? Yes, I've been up there is nothing up there for us, except the view and the experience of going up and coming down. When you've done it once the novelty is gone."

"Let's go into the Gardens; I often walk round."

"All right, I've been here a time or two myself, but there is nothing in wandering around here always. Now if they had put a Club up here instead of those monuments down there, it would be fine. Well let's jog back and try for a game of billiards. Yes, these shops, as you say, are always interesting, but they also bring to mind how many things one would like and has to do without."

"Here you are, what about Pictures?" "Yes, we will go in here at quarter to nine; I have been to the other one this week. They are not at all bad, but the best of it is you can rub shoulders with civvies like being home. Going to have a drink in here? Yes, but have a peep before you go in; they charge pretty heavy there, and the billiards table is groggy, but I can stick that, as long as there is no 'rough house' brewing or under way, so let's look." Two Yankee sailors and two civvies at one table, two British sailors and two civvies at the billiard-table, all beery. "Leave us out, mate, come along, let's look in the Soldiers' Club—a fine place this; but generally full up, proving it's not big enough. Billiards first, chance of a game at 9.30 p.m. Wash that out. Let's have some supper. Very nice, shall we go and have a look at the books in the reading-room?"

"Cricket, no, plenty of reading when you're on board. Let's try the canteen. Have a drink?" "Might as well—beer, please." "Can get a game of billiards at 8 p.m.; I have put our names down." "Right o, we will drink this and go down to the Seamen's Institute and see what luck there." "Well, come on." "Yes, luck's in—game here nearly finished and no names down; put our names down." "Very nice game, now let's catch the canteen game for my revenge. Names rubbed out, been called out? Oh, never mind; have another drink. No, let's try the Sailors' Home. Nothing doing, fall right up. Let's stroll towards the Pictures. I know another chance that way. Yes, round here." "It's too flash!" "No, it is not—not this side, but it's best to peep before you enter, although it's not so bad as the other place." "Yes, all quiet—come in." "What's yours?" "Same as you. Here's luck! No chance of a game, let's watch a while. Have another drink?" "No, thanks, let's stroll slowly Picture-ward." "At last, this feels better." "Yes, best stunt to-day except that game of billiards. The King, all over. What next. Oh, it's no use chasing billiards now, we might as well go on board."

"Right." "Here we are now for a sampan." They go on to the Pier and one shouts "Sampan!" There's a pause of a few minutes, then he shouts again "Sampan! Come alongside." Another pause and no reply. "Come on, both together. One, two, three sampan come alongside. A sleepy voice answers, "All right," and a few minutes afterwards a sampan crawls alongside the pier and Jack is on his way back from another dicky run ashore.

OBSERVER.

THE WARWICK COMEDY CO.

"WHEN WE WERE TWENTY-ONE."

"When we were twenty-one" by H. V. Esmond, which has had a very successful run at the Criterion, was the comedy staged at the Theatre last night. The play opens with a scene in a flat in which are three men well up in years, and from their conversation it is gathered that they have been jointly responsible for the care and education of the son of a deceased friend of their earlier years. This young man in due course becomes infatuated with an actress of some notoriety in more ways than one, and this is revealed to his chief guardian (Dick Carewe) by the housekeeper finding a letter in the house. She instantly concludes that the letter has been addressed to the elder Dick and not to the younger one who is known to the household as the Imp. The latter has been engaged to the housekeeper's charming daughter and the bright hopes of his guardians had been centered on this marriage. The Imp firmly refuses to be dissuaded from marrying the actress, and the only way in which this purpose could be frustrated was by the elder Dick making a more attractive appeal in the monetary sense to the stage star to marry him. All ends happily of course. Young Twenty-one marries the abandoned actress, who immediately runs off with a former lover, and Dick Carewe, later, becomes engaged to Phyllis, the housekeeper's daughter.

The Company gave a capital presentation of the play, the leading roles being taken by Miss Joan Mayne (as the housekeeper's daughter) Mr. Thorpe-Mayne (as Dick Carewe), and Mr. Tom Fenwick as the Imp, and they were ably supported in the minor characters.

Owing to a counter-attraction at Government House the house was a rather thin one in the dress circle, but, it was thoroughly appreciative.

To-night the Company appears in "Eliza comes to stay."

LOCAL FIRES.

The top floor of a house in Ewo Street, Wanchai, caught fire yesterday morning and was completely gutted. The Fire Brigade were so quickly on the scene, however, that the two floors below were undamaged by fire, and the roof was saved. The Brigade also succeeded in saving the house next door which for some time seemed likely to be involved. The cause of the fire is unknown and no estimate is yet available as to the extent of the damage.

The Fire Brigade also received a call to Pottinger Street yesterday. Some bedding caught fire but the tenants had the presence of mind to drag the material on to the veranda and extinguish the flames with pails of water. Slight damage to woodwork occurred but the outbreak was suppressed without the help of the Brigade.

COMPANY REPORT.

THE CHINA LIGHT AND POWER COMPANY, (1918), LIMITED.

It is proposed at the forthcoming meeting of shareholders, on the 22nd inst. to declare a dividend of 10 per cent. on the paid-up capital of \$80,000.00. Place to credit of bond and doubtful debts 5,450.33. And to credit of staff's provident funds 2,500.00. And to write off goodwill a/c 83,000.00. \$141,650.33.

A STOLEN RICKSHA.

RECOVERED AFTER MANY DAYS.

Two months ago a private ricksha, valued at \$130, the property of Mr. U Chi Wan, merchant of 11, Queen's Road, East, was stolen. The ricksha boy, now in other employment, recognised the vehicle in Hongkong this week and gave the man drawing it in charge. Inspector Wills told Mr. Orme at the Magistracy yesterday that the accused had given the police no help in the matter, but now claimed that he had fought the vehicle from another man. An adjournment was ordered so that witnesses might be called.

THIEVES HOLD UP A SHOP.

The proprietor of the Wai Wo grocery shop in Un Long New Market, had an unpleasant experience on opening his premises early on Thursday morning. Two men entered; one was armed with a revolver, and the other seized a chopper that was handy. While one thief kept the shopkeeper at bay the other collected all the money he could find—fortunately, not very much—and the two then made their escape. Their haul was about 20 dollars in Chinese copper cents and 20 dollars in Hongkong money.

SPORT.

FOOTBALL.

HONGKONG LEAGUE.
The following is the programme of matches due for to-day:—

DIVISION I.

H.M.S. Carlisle v. H.M.S. Ambrose, Navy "A" ground, 4 p.m. Referee, Mr. Hollands.

Kowloon v. Hongkong Club, St. Joseph's ground, 4 p.m. Referee, Mr. Jones.

R.G.A. v. South China Athletic, Sookunpoo ground, 4 p.m. Referee, Mr. Wells.

H.M.S. Tamar v. Hongkong Police, Navy "B" ground, 4 p.m. Referee, Mr. Cheesley.

DIVISION II.

United v. Indian Recreation Club, Navy "B" ground, 2.30 p.m. Referee, Mr. R. M. Omar.

Club de Recreo v. 22nd Punjabis, S.C.A. ground, 2.30 p.m. Referee, Mr. Pearce.

Sir and Depts. v. Officers United, Sookunpoo ground, 2.30 p.m. Referee, Mr. Wells.

H.M.S. Carlisle Res. v. H.K. Club Res., Navy "A" ground, 2.30 p.m. Referee, Mr. Sanbells.

Kowloon Res. v. R.G.A. Res., St. Joseph's ground, 2.30 p.m. Referee, Mr. Sayer.

S.C.A. Res. v. St. Joseph's, S.C.A. ground, 4 p.m. Referee, Mr. Drayton.

The Club will be away to the Kowloon men on the St. Joseph's ground where a fast and even game is expected, with the Club having slightly the better of the exchanges. The Kowloon men have settled down to good football and, with Crocker in his usual form, will require a lot of beating. The Club are making further changes in their forward line which has not been in a goal scoring mood during the past games. McTavish should improve the forward line. Riis takes his old position again.

The fight between the two Navy teams on the "A" ground should be well contested, with the Ambrose coming out on top.

The Carlisle are settling down after being absent from League football, and have played well in the mid-field matches. The Ambrose team is both strong in attack and defence, and the game should be one of the best in the League this week.

The Tamar-Police match on the "B" ground should see the Police improve their position in the League. They have improved during the last month, and will want watching in their coming matches. The Navy men have re-organised their team which has not yet settled down to combination. They are a dangerous side with their kick and rush methods.

The R.G.A. will meet the Chinese at Sookunpoo, and a hard game should be witnessed, with the Military team just getting home. The Chinese are a well balanced team, their forwards know when to shoot, and the left wing is very dangerous when within shooting range. The soldiers do not possess a good set of goal-getting forwards, but they should show to advantage against the Chinese defence.

St. Joseph's should maintain their position at the head of the Junior League table by easily defeating the Chinese Reserves. The College men are a much heavier side, and their style of football, entirely different. Some of their players still maintain their First Division form and the whole side plays good football.

The Club and Carlisle second elevens meet on the "A" ground, and the game should be fast throughout. The Navy men should win.

The Staffs meet the Officers at Sookunpoo, where a good game should be seen. The men of the Oilships should win.

The United and Club de Recreo should win, while the R.G.A. Reserves and Kowloon second string should draw.

H.K.F.C. v. KOWLOON.

The following will represent the Club against Kowloon on the Navy "A" ground to-day, kick-off 4 p.m. sharp:—G. Rodgers, W. Gerrard, F. Lawrence, M. L. Ralston, J. Rodgers, J. W. R. McPhail, B. Hamilton or L. Goldenberg, H. McTavish, M. Sandberg, E. Moore, E. Ross.

H.K.F.C. v. "CARLISLE."

The following will represent the Club 2nd XI against the Carlisle on the Navy "A" ground to-day, kick-off 2.30 p.m. sharp:—G. Groom, M. Tonkin, J. Henderson, A. McDonald, W. Ireland, S. F. Sorenson, L. Jack, E. Ralston, A. Boysen, J. Bezz, N. Olier.

CLUB DE RECREO v. PUNJABIS.

The following will represent Club de Recreo in to-morrow's match against the Punjabis on South China ground (Happy Valley), at 2.30 p.m.:—E. Sousa, R. Hyndman, E. Cordeiro, A. Botelho, C. Assumpcao, A. Azavedo, J. Remedios, J. Soares, G. Osmond, P. Conceicao, and P. Monteiro.

LADIES' HOCKEY.

Mrs. John Johnstone, President of the Hongkong Ladies' Hockey Club, has offered a Cup, to be competed for by the Club, and the Victoria Ladies' Hockey Club. The team winning two out of three matches, is to receive the Cup. The dates fixed for the matches are the 15th, 22nd and 29th January, 1921.

CRICKET.

K.C.C. v. R.G.A.

The following will play for the K.C.C. in the above League match at Kowloon:—D. M. Goodall, A. O. Brown, B. D. Evans, E. L. Bragg, J. Slater, R. Pestonji, C. J. Stapleton, H. W. Haskett, H. Overly, and R. Southerton.

XMAS PRESENTS

— FOR MEN —

LANE, CRAWFORD & CO.

are making a special show of fancy goods suitable for gifts to your men friends, all in L. C. & Co's well-known high grade quality

ENGLISH LEATHER GOODS

WALLETS—PURSES—CIGAR CASES

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THE BEST THE WORLD CAN PRODUCE.

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HIGH-CLASS OUTFITTERS.

CHANGE OF SEASONS

Be prepared for the many changes in the temperature by wearing correct UNDERWEAR.

We have just received a new stock, the special weaves of which are porous and absorbent, thus preventing chill.

INSPECTION INVITED.

wood luck
flower,
Belgium,
hated and jealousy, brought to the
world forward a little by basing our new
policy upon common-sense. (Cheers)



Economy.

Owing to the quality and concentration of its ingredients, **LEA & PERRINS' SAUCE** is very economical in use.

A few drops only are necessary to give a delicious and appetizing flavour to the plainest dish.

A far larger quantity of a cheaper sauce fails to give the same satisfaction.

Observe the signature

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in white, across the red label on every bottle.

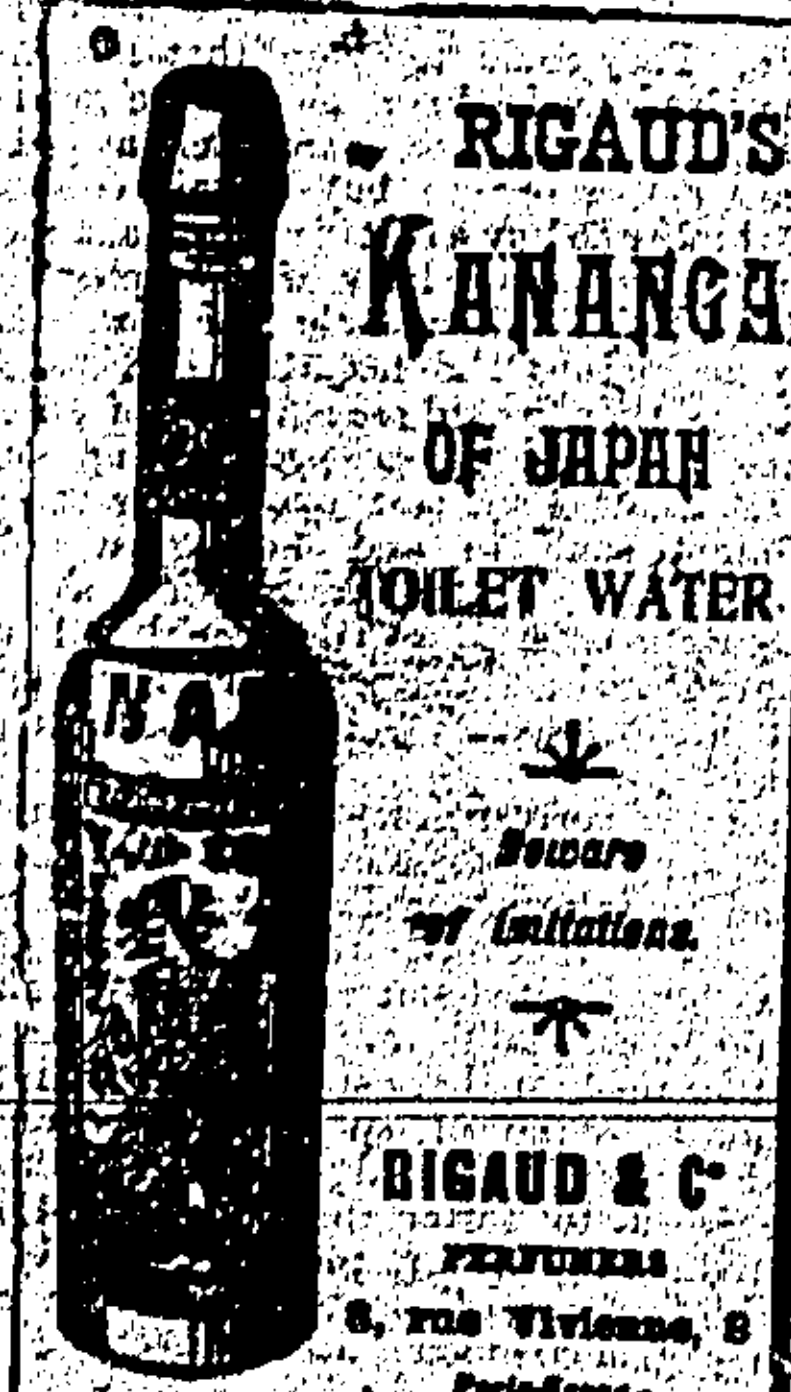
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Specially brewed for Export.

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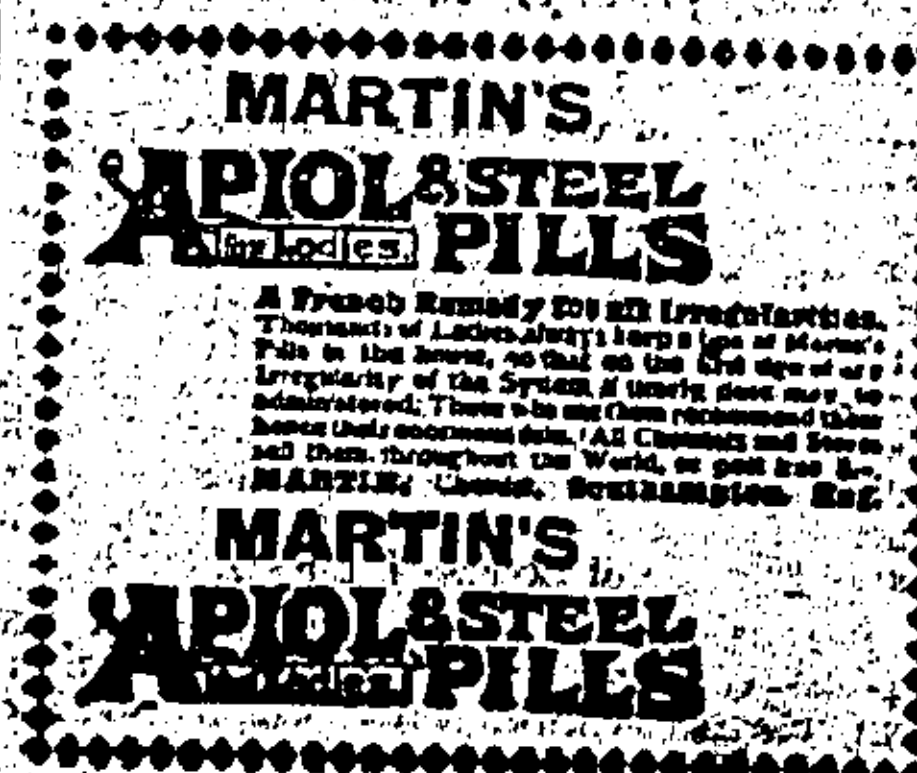
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KEATINGS LOZENGES
cure the worst cough



MARTIN'S APIO STEEL PILLS



BEECHAM'S La-Rola
YOUR SKIN AND COMPLEXION

PUBLISHED TO-DAY
HONGKONG WEEKLY PRESS.

CONTAINING ALL THE WEEKS
LOCAL NEWS

HEAD BROKE OUT IN ERUPTIONS

Very Reddened Nights. Hair Falling Out. Cuticura Healed in A Month.

"I had my head come on the back of my head, and the following week they all broke out in eruptions of a wet nature. The eruption was so great I was bound to scratch, and it caused me to have very restless nights. My hair used to fall out something awful. I sent for a few samples of Cuticura Soap and Ointment. I bought soap and ointment and used them for a month and in a month I was healed." (Signed) Miss Edith A. Budd, 11, Mead Lane, Chertsey, Surrey, Eng.

Clear the pores of impurities by daily use of Cuticura Soap and occasional touches of Cuticura Ointment as needed to soothe, soothe and heal. They are ideal for the toilet.

See 1st, 2nd, 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th, 101st, 102nd, 103rd, 104th, 105th, 106th, 107th, 108th, 109th, 110th, 111th, 112th, 113th, 114th, 115th, 116th, 117th, 118th, 119th, 120th, 121st, 122nd, 123rd, 124th, 125th, 126th, 127th, 128th, 129th, 130th, 131st, 132nd, 133rd, 134th, 135th, 136th, 137th, 138th, 139th, 140th, 141st, 142nd, 143rd, 144th, 145th, 146th, 147th, 148th, 149th, 150th, 151st, 152nd, 153rd, 154th, 155th, 156th, 157th, 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AL FRESCO FETE

OF THE
SOCIETY OF ST. VINCENT DE PAUL

will be held in the compound of the
CATHOLIC CATHEDRAL

and the Playground of the
OLD ST. JOSEPH'S COLLEGE

TO-MORROW

SUNDAY, 12TH DECEMBER, 1920

From 8.30 to 11.30 P.M.

Under the Distinguished Patronage of

H.E. the Governor and Lady Stubbs.
H.E. Vice-Admiral Sir A. L. Duff, K.C.B.
H.E. Major-General F. Ventris, C.B.
Commodore W. Bowden-Smith, C.B.E.

Admission - - - \$1

Soldiers and Sailors in uniform admitted free.

Each ticket of admission entitles the holder to a souvenir.

In the afternoon from 2.30 to 6.30 P.M. several Stalls will be open, and amusements specially suitable for Children will be provided. Tea and Refreshments will be obtainable. Admission free. The Band of the Wiltshire Regiment will play during the afternoon.

The Grounds will be brilliantly illuminated in the Evening.

The Bands of the WILTSHIRE REGIMENT and the "BOULEVADE PHILARMONICA" will play between 8.30 and 11.30 P.M.

SOME FEATURES OF THE FETE:

Grand Concert by well-known Hongkong Amateurs.
Tea Room, Refreshment Room, Chute, Fishing Pond, Lucky Wheel, Aunt Sally, Electric Shooting Gallery, Lucky Dip, Straining the Bolshevik, Quoits, &c., &c.

FARM YARD AND STORE:

Come and Win Your Turkeys and Geese for Christmas.
SEVERAL RAFFLES WITH VALUABLE PRIZES

Including a New Oakland Five-seater Motor Car

VALUE \$3,000.

Tickets for which may be obtained from

Mr. L. A. Barton, Messrs. W. G. Humphreys & Co.

"NO WORK OF CHARITY IS FOREIGN TO THE SOCIETY"

COME AND HELP HONGKONG'S POOR.

SCOTTISH LETTER.

SIDE LIGHTS ON THE COAL STRIKE.

SLACKING MINERS AND THEIR INCOME-TAX.

(FROM OUR OWN CORRESPONDENT.)

EDINBURGH, October 27th.

Our Scottish miners are a class apart, a distinct "block" in the midst of the population of the country at large. The cause of this is found in their occupation, which takes them underground during the greater part of the day and separates them from the people who work in the fields, the workshops and the factories on the earth's surface. They are joined together to an unusual extent by community of interest and the risks they face in common at the bottom of the pit shaft. The psychology of the miners, also, is vastly different from that of the agricultural labourer and is quite distinct from that of the town artisan. In every sense their class consciousness is peculiar; they realise that they belong to a trade organisation which from small beginnings has grown into the most powerful in the country. At the present moment their loyalty to their Trade Union and to their class is intense—not a single picket has been required in the whole of Scotland—and has partially blinded them to the claims of common citizenship. Indeed, some of them are vastly proud of their power to hold up the whole of the rest of the country to ransom.

SLACKERS IN THE MINES.

It is notorious that much of the trouble in the coal fields is the direct result of the slackers, who only work part of the week, and when they have earned enough to supply their wants knock off for the day. These men object "on principle"—that is their phrase—to the payment of income-tax, and take this plan of keeping their incomes down. One man who has asked why he was idle declared that he was "earning money by taking a day off" and he was being understood, is the view of many men, and it is from this class that the extremists find recruits to their ranks.

The sensible miners, to do them justice, hold the slacker type in contempt. They know that his habits bring the whole body of miners into disrepute. They share the detestation which all men of common-sense feel for the heady doctrines of foreign origin. Indeed, one is greatly struck by the eagerness of the older Scottish miners to repudiate anything that savours of Bolshevism. The fact is, as they admit frankly, that the thoughtless elements are not kept in check, that the level-headed miners allow the more or less youthful and over-joyous hot-heads to become their spokesmen in representative assemblies.

LIGHT-HEARTED MINERS.

In these opening days of the strike the miners seem unable to grasp the seriousness of the situation. One might spend a whole day in their company, and the last topic to excite any comment is the one thing that matters, the stoppage of work over the datum line. Of course there is plenty of money about, even this week the "lying time" will amount to £3 or £3 5s. per man; but after that will come the pinch. As an example of their light-headedness take a single example out of many. After the usual hours of recreation in the Miners' Hall in the Newton district of Cambuslang in the West Country, the place is cleared and there is music and dancing till four o'clock in the morning. It is not the young miners and pithead girl workers who take part, married miners and their wives dance till the very last minute. A collection is taken, and after defraying the cost of light and gas, the balance is handed over to the band who in addition are guaranteed a benefit at the close of the strike.

ENGAGED.

The engagement is announced of John Buchanan Jardine, only son of Sir Robert Buchanan Jardine, of Castle Milk, Lockerbie, to Jean, younger daughter of Lord and Lady Hamilton. Mr. Buchanan Jardine, who will not be 21 till next March, is the heir to great riches made in the China trading firm of Jardine, Matheson & Co. The late Marquis left nearly two millions sterling in 1905, and the present holder of the title is a sportsman well known on the turf. The bridegroom is familiarly called by a name which in his class, the name of "Jock". There are already several aristocrats who rejoice in being "Jocks"—one of the "aftermaths of the war," and it looks as if it will be as catching as "Jock" has been among the ladies.

INDIAN MEMORIAL TO HIGHLAND SOLDIERS.

A window to commemorate the men of the Highland and Indian regiments who fell in the war has been unveiled in the Highlanders' Memorial Church, Glasgow. It is the gift of the late Sir Bhupurji Bhattacharya, of Bombay, whose desire to symbolise the long established comradeship between the Indian soldier and the Scottish Highlander, and a comradeship combined on all the battle-fronts of the late war. The gift makes an important addition to the clan shields and memorial windows already placed in the church by various Highland clan societies and associations, and will be named the "Indian Window." Similar memorial windows, it is expected, will be presented by Canada, Australia, and Africa. Mr. Bonar Law had hoped to take a leading part in the ceremony, but was unable to leave London during the crisis of the coal strike. He sent a letter of regret for absence, in which he said: "These windows will serve not only as a memorial to the dead, but as a symbol of the high courage, the patient steadfastness, the noble self-sacrifice which were displayed by the whole Empire in the terrible conflict in which these heroes fell." The Very Rev. Principal Macdunn, of Bombay, unveiled the window and spoke of Sir Bhupurji Bhattacharya as one who stood in the front rank of generous givers.

(Continued at foot of next column.)

The New World.

We have had several new worlds. The Jews call this year 5880; Christians, with a newer world, call it 1920; the Mohammedans, dating from Mohammed's flight, say it is 1307; and in England, the Lloyd Georgeites consider the new world really began on January 10th, when the Peace Treaty was ratified, so with them this should be the year One!

But the question still remains: Is it really a new world, or the same old world, with the same trials and difficulties, the same good patches and bad, the same hopes—not always fully realised? Human nature—whether in "fearful South Africa or turbulent Mexico—is alike in this; it is always hopeful. The poor hope for better times, the unfortunate for better luck, and the sick and suffering for better health. It is not enough, however, to hope without endeavouring, at the same time, to achieve our object.

The men and women who can't eat without depressing pains to follow, the constant sufferer from flatulences, acidity, headaches, biliousness and constipation, cannot even hope for better health unless they take reasonable steps to rid themselves of their digestive trouble. A short course of the well-tried and widely recommended remedy Mother Seigel's Syrup will do them more good than all the mere hopes in which they may indulge.

Mother Seigel's Syrup has made it seem like a new and happier world to untold thousands of former sufferers throughout the British Empire. It has justified the hopes of many a quinine sufferer who still hoped—after many remedies had been tried in vain—that there was just one remedy which could restore their health and maintain it. Mother Seigel's Syrup has not disappointed the many thousands of people who use it and praise it daily.

For fifty years in hot weather and cold, in busy towns and little households far from the reach of medical aid, Mother Seigel's Syrup has proved its value in digestive disorders. As a stomach and liver tonic, its record is unsurpassed. If you have lost your appetite and relish for food, if your head is dull and heavy, your tongue furred, your bowels constipated, and you have no energy, no interest or ambition; if you can't eat without being bilious, your digestive organs are out of order. They have lost their tone and strength. Mother Seigel's Syrup will speedily put them right. It contains medicinal extracts of more than ten different roots, barks and leaves, which in combination possess in a remarkable degree the power of toning and strengthening the organs of digestion so that they can do their work easily, naturally and efficiently.

In this way the Syrup banishes digestive disorders and helps to keep you well. Try it yourself and enter a new world of health and happiness.

26

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, December 10th.

	Previous Day	On Date	On Date
	at 4 p.m.	at 4 p.m.	at 4 p.m.
Barometer	30.08	30.09	30.03
Temperature	67	60	68
Humidity	57	71	57
Wind Direction	East	North	West
Force	1	1	0
Weather	0	0	0
Rain	0	0	0

Highest open-air Temperature on 9th ... 63
Lowest open-air Temperature on 10th ... 59

SUNRISE AND SUNSET IN HONGKONG.

FOR DECEMBER.

Date	Sunrise	Sunset
	a.m.	p.m.
December 11th	6.54	5.40
12th	6.54	5.40
13th	6.55	5.41
14th	6.55	5.41
15th	6.56	5.42
16th	6.57	5.43
17th	6.57	5.43
18th	6.58	5.43
19th	6.59	5.43
20th	6.59	5.44
21st	6.59	5.44
22nd	7.00	5.45
23rd	7.00	5.45
24th	7.01	5.46
25th	7.02	5.47
26th	7.03	5.48
27th	7.03	5.48
28th	7.04	5.49
29th	7.04	5.49

EX-GERMAN LINER FOR THE ANCHOR-LINE.

The Anchor Line (Henderson Brothers) have purchased from the Ministry of Shipping the ex-German twin-screw passenger ship *Kigoma* and *Ypiranga*. The former is a vessel of 8,156 tons gross, her principal dimensions being—length, 449 feet; breadth, 55 feet; and depth, 30 feet. The *Ypiranga* is very similar, being 8,156 tons gross, 448 feet long, 54 feet deep, and 30 feet deep. They are intended for the company's service between Liverpool and Bombay, and will be renamed the *Algeria* and the *Atyria*.

EARL OF WINTON AND A SCOTTISH DIVORCE.

The Earl of Winton's name has been withdrawn from the action of divorce brought by the ex-German twin-screw passenger ship *Kigoma* and *Ypiranga*. The former is a vessel of 8,156 tons gross, her principal dimensions being—length, 449 feet; breadth, 55 feet; and depth, 30 feet. The *Ypiranga* is very similar, being 8,156 tons gross, 448 feet long, 54 feet deep, and 30 feet deep. They are intended for the company's service between Liverpool and Bombay, and will be renamed the *Algeria* and the *Atyria*.

HIGHLAND FUNERAL.

Lord Dewar has brought home a story from the United States about coffin being used to smuggle whisky from Canada. But this was an old trick in the Highlands. Once during the construction of a railway in the North the preventive men stood with bare heads to allow a funeral procession to go past. An hour later the lid of the coffin was raised and the natives were eagerly buying the home-made whisky they had never paid the duty.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED

SAILINGS SUBJECT TO ALTERATION

SINGAPORE & PENANG	"FOOSHING"	Mon.	15th Dec.	3 p.m.
SHANGHAI	"WINGSANG"	Wed.	15th Dec.	10 a.m.
HAIPHONG via HOIHOW	"TAKSANG"	Wed.	15th Dec.	10 a.m.
SHANGHAI	"HANSANG"	Thurs.	16th Dec.	10 a.m.
SHANGHAI	"YUENSANG"	Fri.	17th Dec.	3 p.m.
SANAKAS	"HINSANG"	Sat.	18th Dec.	Noon
STRAITS & CALCUTTA	"CHASANG"	Mon.	20th Dec.	3 p.m.

CALCUTTA LINE—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamer proceed via Suat and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fan and carry a fully-qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation. Sailings leave Hongkong every Friday, calling at Hobei when inducement offers.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Hobei when inducement offers.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer carrying up-to-date accommodation for passengers. Cargo taken on through Bills of Lading for Kuantan, Jesselton, Lahat, Tawau and Labud Dab.

TIENTSIN LINE—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chetoo.

CALCUTTA LINE.

"FOOSHING" will be despatched on or about Dec. 13th, for SINGAPORE and PENANG.

Through Bills of Lading issued to RANGOON, PORT SWETENHAM, MADRAS, and DUTCH EAST INDIES.

"CHASANG" will be despatched on or about Dec. 20th, for SINGAPORE, PENANG and CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETENHAM, MADRAS and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.,

GENERAL MANAGERS

Telephone No. 514.

GLEN AND SHIRE

Joint Service of Steamers.

U.K.-STRAITS-CHINA & JAPAN SERVICE

OUTWARDS.

Vessel	Leaves Hongkong	Discharges
"GLENLUCE"	30th Dec.	
"GLENADE"	7th Jan.	
"GLENARA"	18th Jan.	

HOMWARDS.

Vessel	Leaves Hongkong	Discharges
"GLENLUCE"	about 20th Jan.	Glasgow, London & Rotterdam.
"GLENADE"	about 7th Feb.	London, Rotterdam & Antwerp.

Movements are subject to change without notice.

For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.,

The Glen Line, Ltd., AGENTS.

Telephone No. 21, 22, 23 or 24 and 25.

"Better be Sure than Sorry"

Better make certain of securing whisky of absolute reliability by specifying

JOHNNIE WALKER

than run the risk of getting immature spirit by merely ordering "whisky."

Guaranteed same quality throughout the world.

To safeguard these ages our policy for the future is the policy of the past. First and foremost to see that the margin of stocks over sales is always large enough to maintain our unique quality.

JOHNNIE WALKER
"White" Label,
Over 6 years old.
JOHNNIE WALKER
"Black" Label,
Over 10 years old.
JOHNNIE WALKER
"Black" Label,
Over 12 years old.

To be obtained from the Sole Agents for China:

OLD BECK,

MACGREGOR & CO.,

Hongkong, Canton, Shanghai, Peking, etc.

JOHNNIE WALKER & SONS, LTD.,

Glasgow, Scotland.



KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP - - - - - Y20,000,000

President: Mr. Y. KAWASAKI

Vice-President: Mr. K. MATSUURA

Managing Director: Mr. MATSUYAMA

The Company has on hand a Large Number of

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—

Eleven steamers of 9,100 tons each deadweight.

And under the Company's management

Twenty steamers of about 9,100 tons deadweight each.

Two steamers of about 6,400 tons deadweight each.

(Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA,

No. 8, Bunko, Kobe.

125

SHIPPING NEWS

ARRIVALS.

December 10th.
Fushimi Maru, Japanese str., 6,888 tons, Capt. Machida, from Kobe, with a general cargo—N.Y.K.
Glenlogie, British str., 5,880 tons, Capt. Simpson, from Shanghai, with a general cargo—N.Y.K.
Kuchikow, British str., 1,280 tons, Capt. Ritchie, from Peking, with a general cargo—B. & S.
Kung Ping, Chinese str., 1,749 tons, Capt. Hansen, from Swatow, with a general cargo—C.M.S.N. Co.
Kwangpie, Chinese str., 1,488 tons, Capt. Newbery, from Canton, with a general cargo—C.M.S.N. Co.
Pin Samud, Chinese str., 1,624 tons, Capt. Phillips, from Bangkok, with a general cargo—Fook Tai Cheong.
Shantung, British str., 1,560 tons, Capt. Monahan, from Shanghai, with a general cargo—B. & S.
Shan Cheong, Chinese str., 233 tons, Capt. Leung San Kong, from K. C. Wan, with a general cargo—Wai Yee.
Tean, British str., 1,380 tons, Capt. McDonald, from Canton, with a general cargo—B. & S.

CLEARANCES.

December 10th.
Alabama Maru, for Tacoma.
Ukiah, for Manila.
Kama Maru, for London.
Kochow, for Wuchow.
Loongang, for Manila.
Pakwo, for Shanghai.
Shikar Maru, for Takao.
Shunchong, for Haiphong.

SHIPPING MOVEMENTS.

The P. & O. Co.'s s.s. *Duana* left Shanghai for this port on the 10th instant at 9.30 a.m., and is due here on the 13th instant about 6 a.m.
The B.M.S. *Empress of Asia* from Hongkong on November 15th, arrived at Vancouver on December 7th.
The s.s. *Lamson* (Blue Funnel Line) left Singapore on the 8th instant for Hongkong, and is due here on the 13th instant.
The T.K.K. s.s. *Siberia Maru* arrived at Yokohama on the 5th instant, and sailed on the 8th instant, being due at this port on December 22nd.
The Doddwell Line s.s. *Egremont Castle* arrived at New York from China and Japan on December 8th.
The s.s. *Telmachus* (Blue Funnel Line) left Shanghai yesterday, for Liverpool, via Havre and Hongkong. The vessel is due here on December 13th, and will sail, as above, on December 14th.

VESSELS EXPECTED.

Empress of Russia due December 11th.
Lama Maru (Hamburg Line), from Japan, due December 12th.
Montesote due about December 20th.
Nikko Maru (Australian Line), due Dec. 17th.
Persia (Lloyd Trieste), from Shanghai due 14th inst.
Samarang Maru due 23rd inst.
Tokushima Maru (Liverpool Line), due Dec. 12th.
Tsuroku Maru (Bombay Line) due December 17th.
Tokushima Maru (European Line), due January 5th.

CHINA COAST METEOROLOGICAL REGISTER.

DECEMBER 10th, 1930.

Station	Hour	Barometer at Sea Level	Temperature	Humidity	Wind	
					Direction	Force Weather
Vladivostok	8 a.	30.3	15	—	—	0.0
Nemuro	8 a.	30.30	—	—	SW	2
Hakodate	8 a.	30.33	—	—	SW	1
Tokio	8 a.	30.81	—	—	SW	1
Kochi	8 a.	30.45	—	—	—	—
Nagasaki	8 a.	30.43	—	—	—	—
Kagoshima	8 a.	30.41	—	—	WNW	1
Oshima	8 a.	30.42	—	—	—	—
Naha	8 a.	30.44	—	—	WSW	2
Ishigakima	8 a.	30.15	—	—	WSW	2
Bonin Island	8 a.	30.06	34	—	—	—
Wakawakei	8 a.	—	—	85	WSW	1
Hankow	8 a.	—	—	—	—	—
Iohang	8 a.	—	—	—	—	—
Kinkiang	8 a.	—	—	—	—	—
Changsha	8 a.	—	—	—	—	—
Shanghai	8 a.	30.37	50	84	—	1.0
Gutzlaff	8 a.	—	54	93	SE	4.0
Sharp Peak	7 a.	30.12	63	86	SE	4.0
Amoy	8 a.	30.6	62	83	SE	3.0
Swatow	8 a.	30.57	60	83	SE	3.0
Taihoan	8 a.	30.13	63	96	—	28.0
Taichu	8 a.	30.04	68	—	—	0.0
Tainan	8 a.	30.02	68	—	—	0.0
Koshun	8 a.	30.03	68	—	SE	8.1
Pescadores	8 a.	30.04	70	—	—	4.0
Canton	8 a.	30.18	63	78	—	3.0
Hongkong	8 a.	30.09	60	71	—	1.5
Gasp Peak	8 a.	—	—	—	—	—
Macao	8 a.	30.10	54	78	WNW	4.0
Yuehow	8 a.	30.25	54	—	—	—
Hioho	8 a.	—	—	—	—	—
Pahoi	8 a.	—	—	—	—	—
Phu Lien	7 a.	—	—	—	—	—
Tourane	8 a.	—	—	—	—	—
Cape S. James	8 a.	32.36	73	94	S	3.0
Apurri	8 a.	32.38	73	94	S	3.0
Dagupan	8 a.	32.38	73	98	—	0.0
Manila	8 a.	32.38	73	98	—	0.0
Legaspi	8 a.	32.39	68	96	NE	3.0
Colon	8 a.	32.39	68	96	NE	3.0
Ilolo	8 a.	32.39	77	91	NE	4.0
Surigao	8 a.	32.38	75	96	—	0.0
Guam	8 a.	30.81	71	—	—	4.1
Labuan	8 a.	32.37	79	90	—	3.1

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO

For particulars apply to—

THE BANK LINE, LTD.
Managing Agents"ELLERMAN" LINE.
"ELLERMAN & BUCKNALL S.S. CO. LTD."

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON & ROTTERDAM — "CITY OF LINCOLN" — 15th Dec

Subject to change without notice

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LTD.

General Agents

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
HONGKONG	"KWANGSE"	On 11th Dec. 10 A.M.
SHANGHAI & TIENTSIN	"TEAN"	On 11th Dec. 4 P.M.
SWATOW & BANGKOK	"LIANGCHOW"	On 12th Dec. 9 A.M.
HOIHOW, FAKHOI & HAIPHONG	"KAIKONG"	On 12th Dec. 10 A.M.
WUHAN, CHANGCHOW & TIENTSIN	"KUMOHOW"	On 13th Dec. 4 P.M.
SHANGHAI & FUKOW	"SHANTUNG"	On 14th Dec. 10 A.M.
SWATOW & BANGKOK	"KANCHOW"	On 14th Dec. 10 A.M.
SHANGHAI	"SUNNING"	On 15th Dec. Noon
SHANGHAI and TIENTSIN	"YINGCHOW"	On 15th Dec. Noon

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation. Amplest Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wootung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow. For Freight or Passage apply to—

Telephone 25.

BUTTERFIELD & SWIRE.

Agents

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in state-rooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOCHOW

AND RETURN

(Occupying 8 to 10 Days)

"HAILONG" — — — Capt. J. B. Thompson | SATURDAY, 11th Dec. at 12 Noon.
"HAICHING" — — — Capt. A. H. Stewart | TUESDAY, Dec. 14th at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Managers.

NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO. LTD., AND CHINA MUTUAL S.S. CO. LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO. LTD.)

Sailings from Hongkong.

"ROMEO"	via Suez	30th Dec.
"CITY OF AGR"	via Panama	7th Jan.
"LAOMEDON"	via Suez	15th Jan.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. 3833 & 3834. 943702.P. & O. — BRITISH INDIA.
APCAR AND EASTERN &
AUSTRALIAN LINES

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"DUNERA"	5,400	14th Dec.	Singapore, Colombo & Bombay.
"DEVANHA"	5,100	18th Dec.	Marselles, London & Antwerp.
"SICILIA"	5,700	31st Dec.	Marselles, London & Antwerp.
"BREMEN"	11,500	10th Jan.	Marselles & London.
"DILWARA"	5,400	11th Jan.	Singapore, Colombo & Bombay.
"BANCA" (Cargo)	5,000	18th Jan.	Marselles, London & Antwerp.
"PLASSY"	5,000	31st Jan.	do
"DELTA"	5,000	4th Feb.	do

BRITISH INDIA - APCAR SAILINGS (South)

"TANDA" 7,000 29th Dec. Calcutta via Suez & Egypt.

EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	2nd Dec.	Singapore, Thursday Island.
"EASTERN"	4,000	17th Jan.	Canton, Townsville, Brisbane.
"KAFOWNA"	7,000	18th Feb.	Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

"GREGORY APCAR"	4,500	17th Dec.	Shanghai & Japan.
"PLASSY"	7,000	2nd Dec.	Shanghai & Japan.
"BANCA" (Cargo)	5,000	25th Dec.	Shanghai & Japan.
"DILWARA"	5,400	29th Dec.	Shanghai only.
"EASTERN"	4,000	31st Dec.	Japan direct.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.

1st Saloon Passengers may travel by R.M.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cables are fitted with Electric Fans free of charge.
Suez Canal and Suez Canal are liable to be cancelled or altered without notice.
Passes Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godown for examination by the Consignee, and the Company's Surveyors Messrs. Gompertz & Douglas, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godown.

For Further Information, Passage Rates, Freight, Handbooks, etc. apply to
MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG.
Agents.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION:
LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.
"HAYRE MARU" — — — — — Wednesday, 6th Jan.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS
DURBAN & CAPE TOWN via SINGAPORE.
"PANAMA MARU" — — — — — Sunday, 9th Jan.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.
"INDUS MARU" — — — — — Saturday, 18th Dec.

SAIGON, BANGKOK & SINGAPORE—Regular monthly service.
"SHISEN MARU" — — — — — Sunday, 2nd Jan.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.
"ARABIA MARU" — — — — — Tuesday, 25th Dec.

VICTORIA, VANCOUVER, SEATTLE & TACOMA
via Seattle and Vancouver—Regular fortnightly service, touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.
"AMERICA MARU" — — — — — Sunday, 19th Dec.

NEW YORK—Regular monthly service via Japan, Port, San Francisco, Panama and Colon.
"AMERICA MARU" — — — — — 27th Jan. 1921.

NEW ORLEANS LINE
"AMERICA MARU" — — — — — Sunday, 19th Dec.

JAPAN PORTS—Shanghai, Moji, Kobe & Yokohama.
"KEELUNG" via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.

"KAIYU MARU" & AMOY — — — — — Sunday, 29th Dec.
"KAIYU MARU" & AMOY — — — — — Thursday, 16th Dec.

For sailing dates and further particulars please apply to—

YASUDA, Manager, No. 1, Queen's Building. [11]

Tel. Nos. 744 & 745.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Australia
"OHANOSHIMA"	11th Dec. 4 P.M.	11th Dec. 4 P.M.
"TAIYUAN"	27th Dec.	2nd Jan. 1921.

Sailings Subject to Alteration.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. A fully qualified Doctor is on board. Reduced Fares. Cargo loaded through to all Australian, New Zealand & Tasmanian Ports. For Freight and passage apply to— BUTTERFIELD & SWIRE, Agents. [10]

T. K. K.
TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE FAIRWAY OF THE SUN"

STEAMER	TONS	LEAVE HONGKONG
"KOROMA MARU"	20,000	...Dec. 17th.
"SHIRAKA MARU"	20,000	...Dec. 31st.
"TOMO MARU"	20,000	...Jan. 15th.
"SHIRAKA MARU"	20,000	...Feb. 7th.
"KOROMA MARU"	20,000	...Feb. 24th.

† Calling at Dairen instead of Nagasaki.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALLA, OCHO, BALBOA, CALLAO, MOLLEDO, ARICA & IQUIQUE.

TAKEN BY TRANS-AMERICAN ROUTE TO BUENOS AIRES.

STEAMER TONS LEAVE HONGKONG

KIYO MARU 15,200 Jan. 15th, 1921.

For full information regarding passengers, freight and sailings apply to—

Y. TSUTSUMI, Manager,

King's Building.

Tel. Nos. 2374 & 2375.

Agents at Canton:

Messrs. T. & R. GRIFFITH, LTD.

[13]

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	"ANDRE LEBON" 24,000	On or about 14th Dec.
	"PAUL LECAT" 24,000	On or about 24th Dec.
MARSEILLES via SAIGON, COLOMBO, DIBOUT, SUZ	"OHILI" 10,000	On or about 18th Dec.
PORT SAID	"AMAZON" 10,000	On or about 31st Dec.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

H. BODENFUHRER,

Acting Agent,

Queen's Building.

Telephone 740.



TRANS-PACIFIC FREIGHT SERVICE

Operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, & VANCOUVER

(Calling at Hongkong and Kobe)

"CROSKEYS" — — — — — About Dec. 22th.

For PORTLAND direct.

(Calling at Kobe and Yokohama)

"MONTAGUE" — — — — — About Dec. 29th.

Through bills of Lading issued to Overland Ocean points.

For Freight and Particulars apply to—

THE ADMIRAL LINE.

Telephone 2477 & 2478. Fifth Floor, Hotel Manukoa.

SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama,

S.S. "SURUGA" — — — — — about 20th Dec.

For HAVANA, CUBA.

S.S. "SURUGA" — — — — — about 20th Dec.

For freight space and particulars apply to—

BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE.

TELEPHONE

2477 & 2478

AGENTS

H. W. MANUKOA

5th Floor

1774

CHINA-AUSTRALIA MAIL S.S. LINE

For AUSTRALIAN PORTS via MANILA & SANDAKAN.

"HWAH PING" January 13th.

"VICTORIA" February 10th.

For Freight and Passage apply to—

THE CHINA & AUSTRALIA S.S. CO. LTD.

Agents,

113, Des Voeux Road Central.

